INTERNATIONAL STANDARD

ISO 6627

Second edition
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Internal combustion engines — Piston rings — Expander/segment oil-control rings

Moteurs à combustion interne — Segments de piston — Segments racleurs régulateurs d'huile/Ressorts d'expansion

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 6627 was prepared by Technical Committee ISO/TC 22, *Road vehicles*.

This second edition cancels and replaces the first edition (ISO 6627:2000), which has been technically revised.

Introduction

ISO 6627 is one of a series of International Standards dealing with piston rings for reciprocating internal combustion engines. Others are ISO 6621, ISO 6622, ISO 6623; ISO 6624, ISO 6625 and ISO 6626 (see Clause 2 and the Bibliography).

The common features and dimensional tables included in ISO 6627 represent a broad range of variables. In selecting a ring type, the designer will above all need to consider the particular operating conditions. Moreover, it is essential that the designer refer to the specifications and requirements of ISO 6621-3 and ISO 6621-4 before completing the selection.

Internal combustion engines — Piston rings — Expander/segment oil-control rings

1 Scope

This International Standard specifies the essential dimensional features of expander/segment oil-control rings, without providing a complete product description (because expander-spacer design varies from piston-ring manufacturer to piston-ring manufacturer, the interaction between the manufacturer and the client will determine specific design details).

This International Standard applies to expander/segment oil-control rings of nominal diameters ranging from 40 mm to 125 mm for reciprocating internal combustion engines for road vehicles and other applications. It also applies to piston rings for compressors working under analogous conditions.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 6621-2, *Internal combustion engines — Piston rings — Part 2: Inspection measuring principles*

ISO 6621-3, *Internal combustion engines — Piston rings — Part 3: Material specifications*

ISO 6621-4, *Internal combustion engines — Piston rings — Part 4: General specifications*

ISO 6626, *Internal combustion engines — Piston rings — Coil-spring-loaded oil control rings*

3 Symbols and abbreviated terms

For the purposes of this International Standard, the symbols and abbreviated terms in Table 1 apply.

Table 1 — Symbols and abbreviated terms

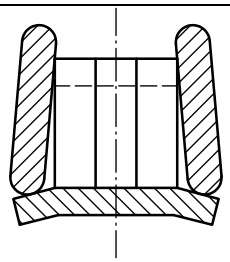
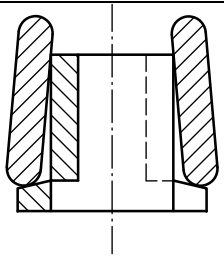
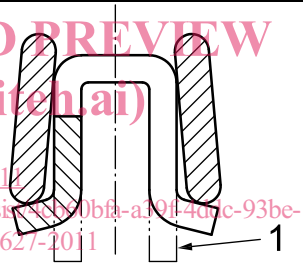
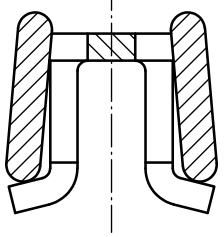
Symbol abbreviated terms	Description
a_1	Segment radial wall thickness
a_8	Spacer radial thickness
a_9	Expander radial thickness
a_{11}	Assembly radial thickness
a_{14}	Seating tab height
d_1	Nominal ring assembly diameter (nominal diameter)
h_1	Nominal assembly width

Table 1 (*continued*)

Symbol abbreviated terms	Description
h_{24}	Segment contact face width
h_9	Expander width
h_{10}	Segment width near inside diameter (ID), after coiling
h_{11}	Segment width near outside diameter (OD), after coiling and surface treatment or plating
h_{12}	Nominal segment width
h_{13}	Spacer width
p_o	Nominal contact pressure
p_{ou}	Unit contact pressure
s_1	Segment closed gap; stagger gap
F_t	Tangential force
F_{tc}	Specific tangential force
θ	Tab angle
CR1...CR2	Chromium-plating thickness
LM	Piston rings with partly cylindrical machined peripheral faced
LP	Piston rings with lapped stripe over the whole circumference
ES1...ES4	Types of expander/segment oil-control rings
PNH	High nominal pressure
PNL	Low nominal pressure
PNM	Medium nominal pressure
PNR	Reduced nominal pressure
PNV	Very high nominal pressure
TT00…TT30	Nominal seating tab angle
NS010…NS050	Nitrided surface (segment)
NX003…NX025	Nitrided surface (expander-spacer)

4 Ring types and designations

4.1 Types of expander/segment oil-control rings

ES1	
ES2	
ES3	
ES4	

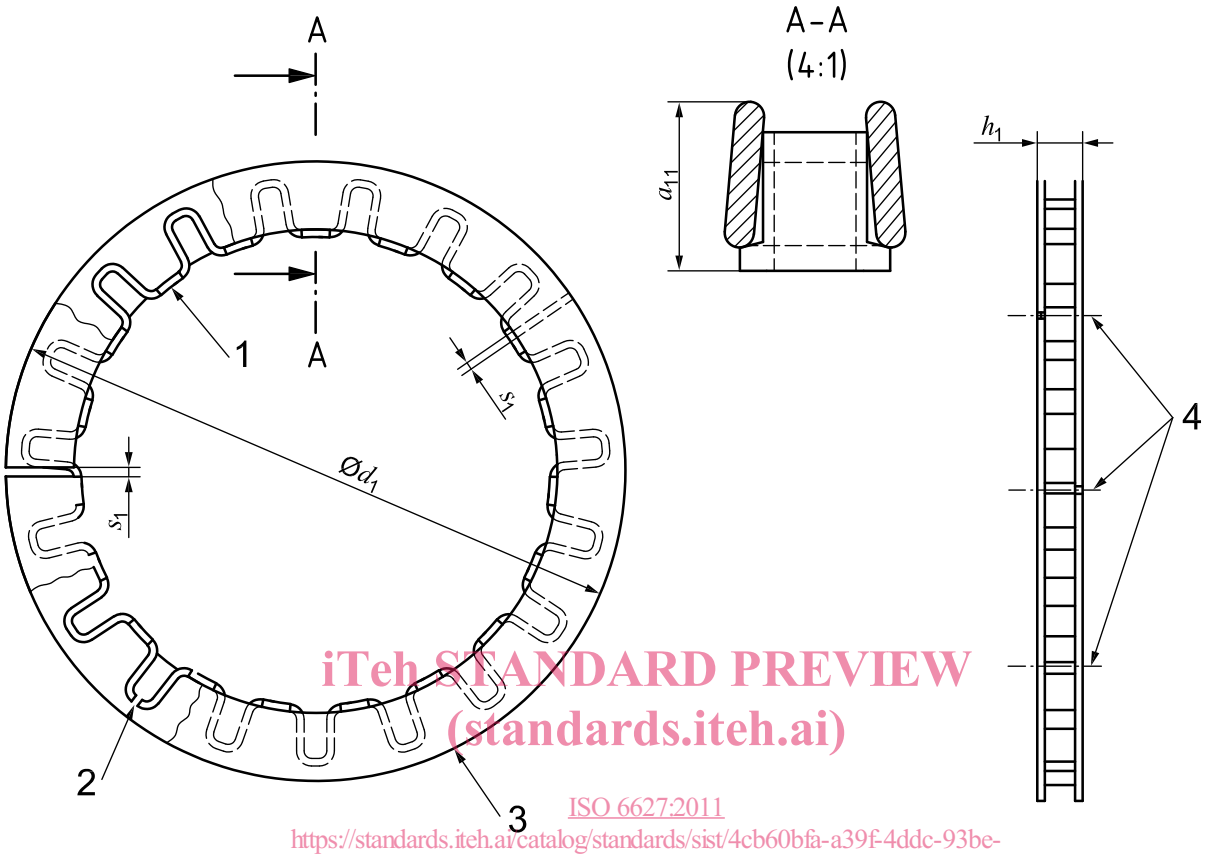
Key

1 centring pad (optional)

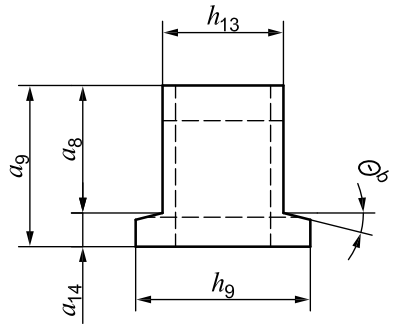
Figure 1 — Expander/segment oil-control ring designs

4.2 General features

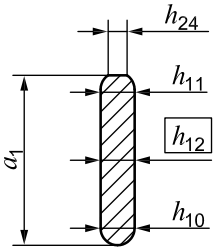
The expander/segment assembly shall be in accordance with Figure 2.



a) Assembly



b) Expander-spacer



c) Segment

Key

1 seating tab
2 expander-spacer ends
3 peripheral surface
4 stagger segments gaps and expander ends (all three components); stagger angle should be larger than 30°[a]

a For assembly arrangement regarding tangential force, see ISO 6621-2.

b Seating tab angle dimensions are defined in Table 3.

NOTE This is a schematic drawing of the four spring types shown in Figure 1.

Figure 2 — Expander/segment assembly

4.3 Designation examples

The following are examples of piston ring designations in accordance with this International Standard.

EXAMPLE 1 Expander/segment oil-control ring type ES1 (ES1) of nominal diameter d_1 = 90 mm (90) and nominal assembly width h_1 = 3 mm (3,0), with segments made of unalloyed steel subclass 68 (MC68), a chromium-plated peripheral surface of minimum thickness 0,05 mm (CR1), and with an expander made of 16 % Cr (min.) austenitic steel, of material subclass 67 (MC67) and tangential force, F_t, according to the medium nominal contact pressure class (PNM):

Piston ring ISO 6627 - ES1-90 × 3,0-MC68/CR1-MC67/PNM

EXAMPLE 2 Expander/segment oil-control ring type ES2 (ES2) of nominal diameter d_1 = 90 mm (90) and nominal assembly width h_1 = 2,5 mm (2,5), with segments made of 11 % Cr (min.) martensitic steel, subclass 65 (MC65), nitrided on the peripheral and inside surfaces (NS020) to a minimum depth of 0,020 mm on the peripheral surface, and with an expander made of 16 % Cr (min.) austenitic steel, of material subclass 67 (MC67), nitrided on the surface (NX), and tangential force, F_t, according to the reduced nominal contact pressure class (PNR):

Piston ring ISO 6627 - ES2-90 × 2,5-MC65/NS020-MC67/NXPNR

EXAMPLE 3 Expander/segment oil-control ring type ES3 (ES3) of nominal diameter d_1 = 90 mm (90) and nominal assembly width h_1 = 4,0 mm (4,0), with segments made of unalloyed steel subclass 68 (MC68), a chromium-plated peripheral surface of minimum thickness 0,05 mm (CR1) with lapped stripe (h24) of 0,30 mm, and with an expander made of 16 % Cr (min.) austenitic steel, of material subclass 67 (MC67) and tangential force, F_t, according to the high nominal contact pressure class (PNH):

Piston ring ISO 6627 - ES3-90 × 4,0-MC68/CR1-MC67/PNH

5 Common features

5.1 Expander-spacer

5.1.1 Design considerations

In order to optimize the fit of the oil ring assembly into the engine cylinder bore, the following should be considered in the design of the expander/segment oil-control rings:

— total circumferential deflection of the expander;

— piston groove depth;

— features on the lands adjacent to the oil ring groove;

— groove-corner radius.

5.1.2 Without surface treatment

The expander-spacer without surface treatment is typically used together with chromium-plated segments (see 5.2.1).

5.1.3 Nitrided surface (NX)

The expander-spacer with a nitrided surface is typically used together with nitrided segments (see 5.2.2).